

CLIENT



DRIVECEL REINFORCED SOIL STRUCTURES
DESIGN DRAWINGS PREPARED FOR

UNILOCK CONCRETE PAVERS

PAVEMENT STRUCTURE STABILIZATION

TORONTO

ONTARIO

TITLE SHEET

REVISION
R8

DRIVECEL REINFORCED SOIL
UNILOCK CONCRETE PAVERS

SHEET
1 OF 11

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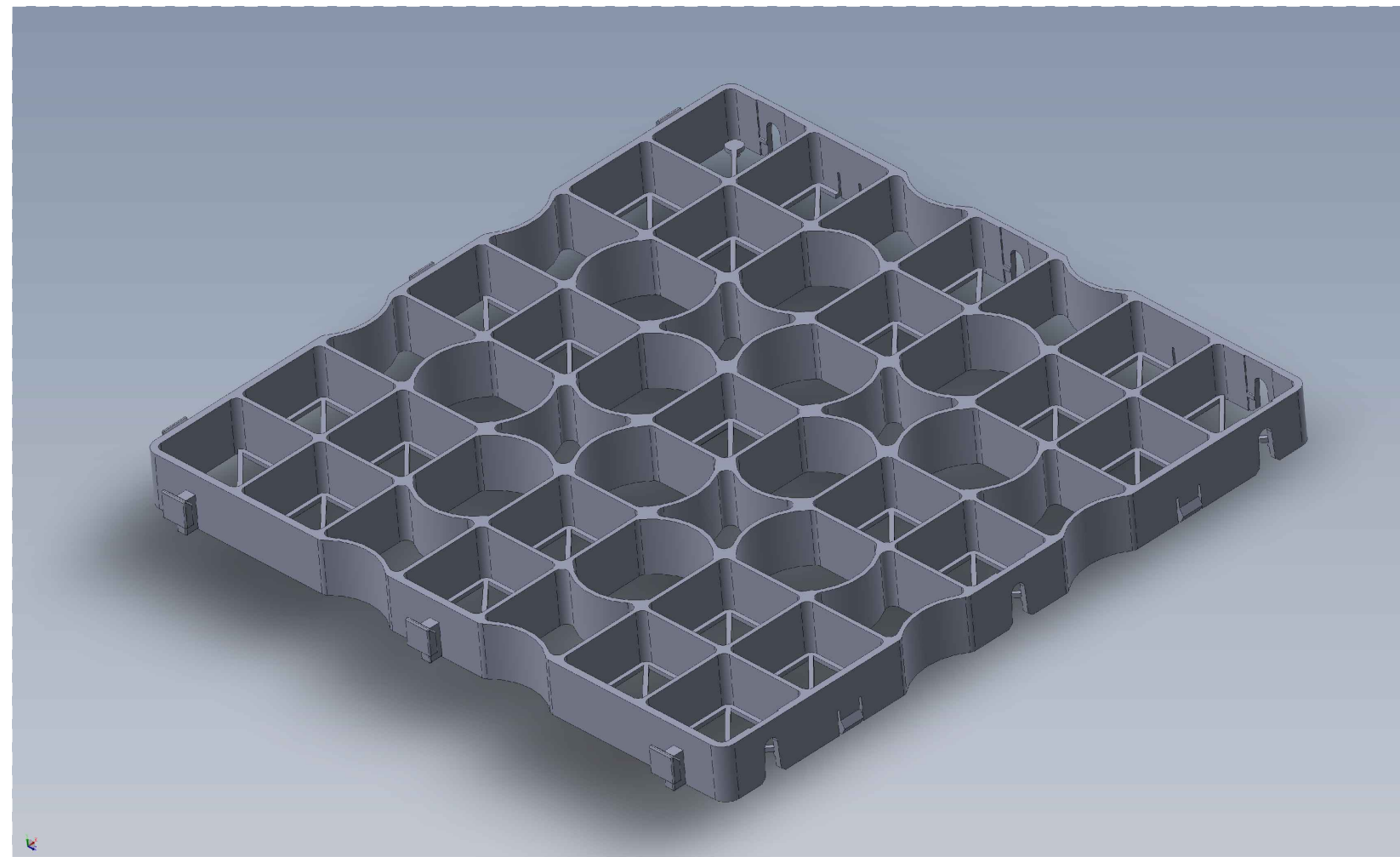


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DRIVECEL

POWERED BY IOWAT STIFF 3D GEOCELL TECHNOLOGY

NOTES:

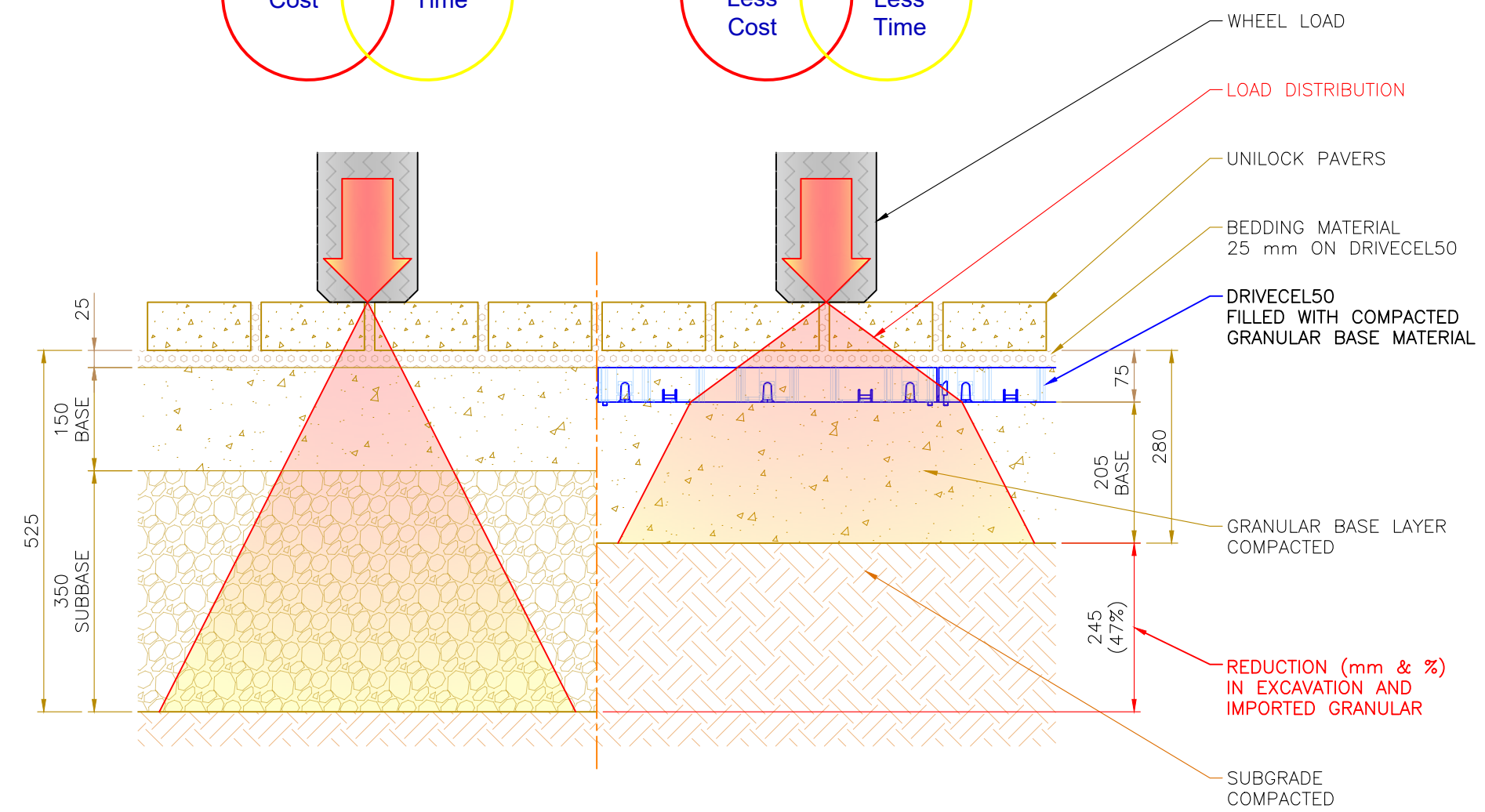
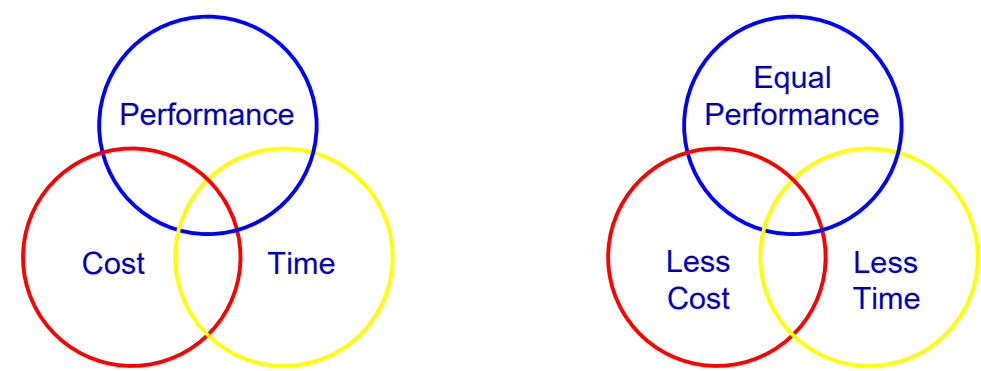
1. THE DRIVECEL PAVEMENT STRUCTURE STABILIZATION DESIGNS CONTAINED HEREIN ARE CONCEPTUAL IN NATURE AND ARE NOT FOR CONSTRUCTION.
2. DESIGNS ARE BASED ON THE FOLLOWING ASSUMPTIONS:
 - 2.1. ADEQUATE SUBGRADE STRENGTH,
 - 2.2. PROPER DRAINAGE, AND
 - 2.3. PROPER CONSTRUCTION.
3. CONTACT UNILOCK TO COORDINATE SITE SPECIFIC DESIGNS AND DRAWINGS FOR CONSTRUCTION FROM PERZIA GEOSOLUTIONS.
4. SUPPLY AND INSTALLATION COSTS USED FOR THE COMPARISONS CONTAINED HEREIN ARE BASED ON ACTUAL CONSTRUCTION COSTS FROM GREYSTONE LANDSCAPING LTD., A UNILOCK AUTHORIZED CONTRACTOR.

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8	2023-04-20	FOR REVIEW	
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DRAWN BY: PAP		DATE: 2020-11-13	
		SCALE: NTS	

CONVENTIONAL UNREINFORCED SECTION	EQUAL PERFORMANCE DRIVECEL REINFORCED SECTION
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TYPICAL SECTION – MEDIUM DUTY UNREINFORCED VS. REINFORCED DRIVECEL LOAD DISTRIBUTION

MEDIUM DUTY	REVISION R8
DRIVECEL REINFORCED SOIL UNILOCK CONCRETE PAVERS	SHEET 2 OF 11

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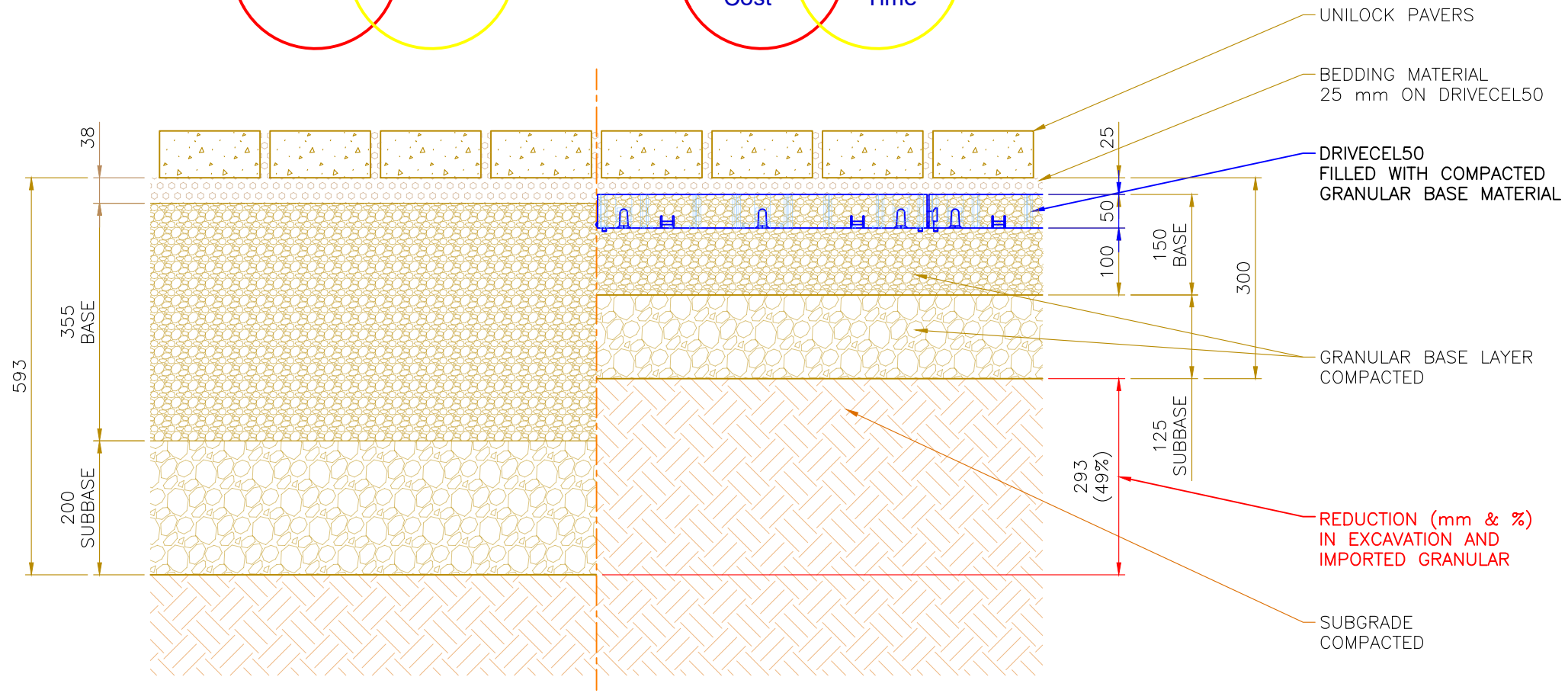
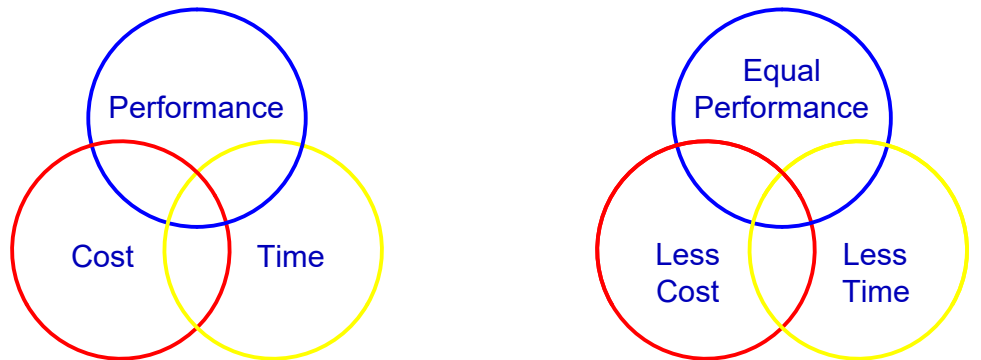
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- NOTES:**
1. THE DRIVECEL PAVEMENT STRUCTURE STABILIZATION CREATES A STIFF LOAD DISTRIBUTION PLATFORM SIMILAR TO A SNOWSHOE.
 2. ADDING ONE OR TWO LAYERS OF DRIVECEL OFFERS THE FOLLOWING PAVEMENT STRUCTURE BENEFITS:
 - 2.1. MAXIMUM STRENGTH, RESILIENCE, AND DURABILITY,
 - 2.2. IMPROVED DRIVING SURFACE PERFORMANCE,
 - 2.3. REDUCED POTENTIAL FOR RUTTING ESPECIALLY FOR CHANNELIZED TRAFFIC,
 - 2.4. LOWER MAINTENANCE AND LIFE CYCLE COSTS, AND
 - 2.5. THE OPTION TO REDUCE THE GRANULAR MATERIAL THICKNESS AND EXCAVATION RESULTING IN TIME & COST SAVINGS.
 3. THE ADDITION OF DRIVECEL IS SUITABLE FOR REGULAR AND PERMEABLE PAVEMENT STRUCTURES.
 4. RECOMMENDED GRANULARS:
 - 4.1. BEDDING: CONCRETE SAND,
 - 4.2. BASE: OPSS GRANULAR A,
 - 4.3. LIMESTONE SCREENINGS ARE NOT RECOMMENDED.
 5. SITE SPECIFIC DESIGNS ARE AVAILABLE FROM PERZIA GEOSOLUTIONS.
 6. ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE.

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CONVENTIONAL UNREINFORCED SECTION EQUAL PERFORMANCE DRIVECEL REINFORCED SECTION



MEDIUM DUTY. PERMEABLE	REVISION R8
DRIVECEL REINFORCED SOIL UNILOCK CONCRETE PAVERS	SHEET 3 OF 11

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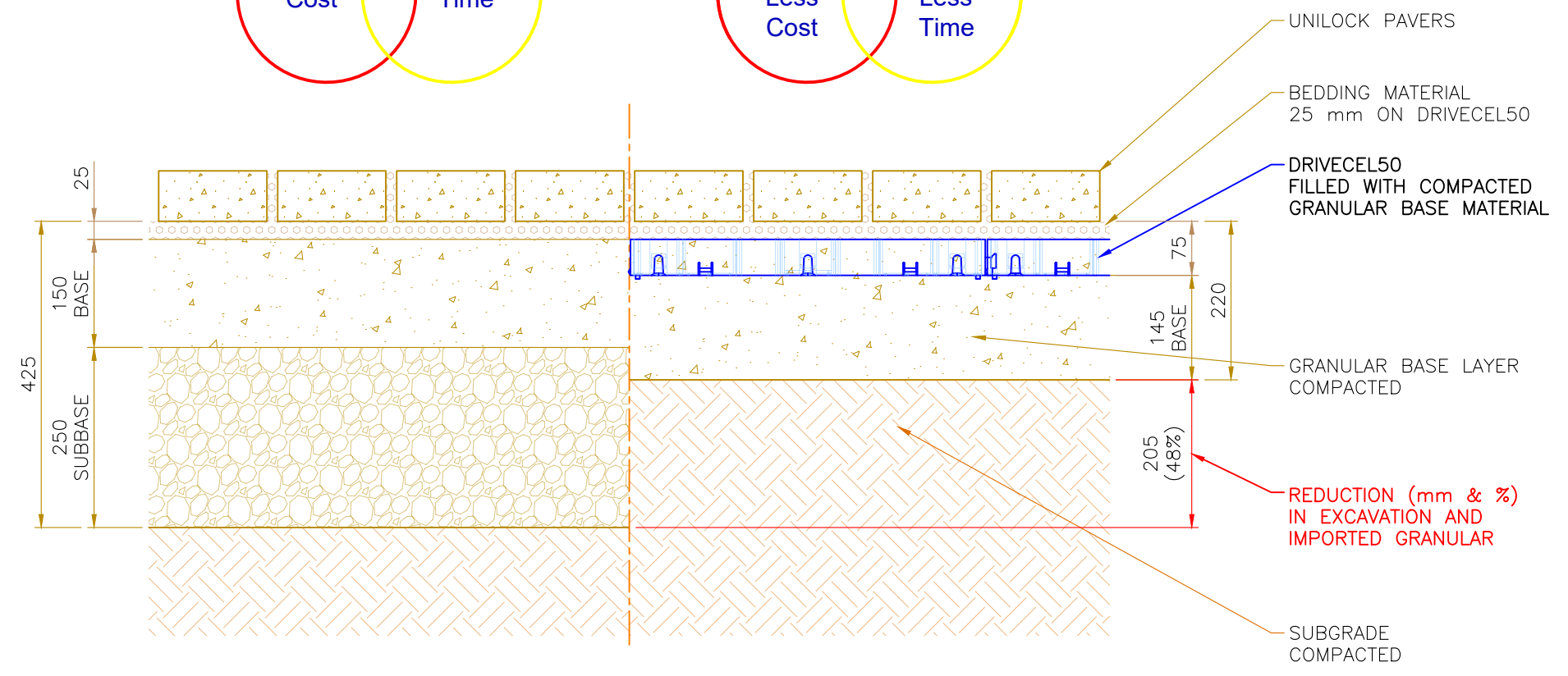
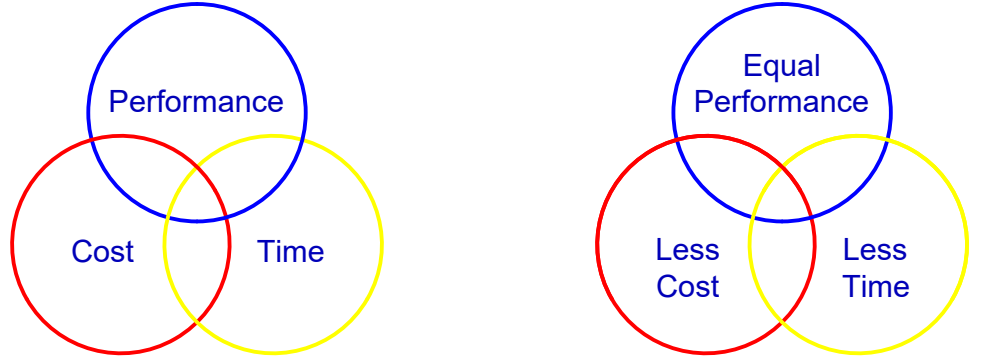
- NOTES:**
- THE DRIVECEL PAVEMENT STRUCTURE STABILIZATION CREATES A STIFF LOAD DISTRIBUTION PLATFORM SIMILAR TO A SNOWSHOE.
 - ADDING A LAYER OR TWO OF DRIVECEL OFFERS THE FOLLOWING PAVEMENT STRUCTURE BENEFITS:
 - MAXIMUM STRENGTH, RESILIENCE, AND DURABILITY,
 - IMPROVED DRIVING SURFACE PERFORMANCE,
 - REDUCED POTENTIAL FOR RUTTING ESPECIALLY FOR CHANNELIZED TRAFFIC,
 - LOWER MAINTENANCE AND LIFE CYCLE COSTS, AND
 - THE OPTION TO REDUCE THE GRANULAR MATERIAL THICKNESS AND EXCAVATION RESULTING IN TIME & COST SAVINGS.
 - THE ADDITION OF DRIVECEL IS SUITABLE FOR REGULAR AND PERMEABLE PAVEMENT STRUCTURES.
 - RECOMMENDED GRANULARS:
 - BEDDING: 2-6 mm CLEAR CRUSHED STONE,
 - BASE: OPSS 19 mm TYPE II CLEAR STONE, AND
 - SUBBASE: OPSS 53 mm CLEAR STONE.
 - GRANULAR THICKNESSES MAY NEED TO BE INCREASED FOR DRAINAGE/STORAGE REQUIREMENTS.
 - SITE SPECIFIC DESIGNS ARE AVAILABLE FROM PERZIA GEOSOLUTIONS.
 - ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE.

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TYPICAL SECTION – MEDIUM DUTY, PERMEABLE UNREINFORCED VS. REINFORCED

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CONVENTIONAL UNREINFORCED SECTION	EQUAL PERFORMANCE DRIVECEL REINFORCED SECTION
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TYPICAL SECTION – LIGHT DUTY
UNREINFORCED VS. REINFORCED

LIGHT DUTY	REVISION R8
DRIVECEL REINFORCED SOIL UNILOCK CONCRETE PAVERS	SHEET 4 OF 11

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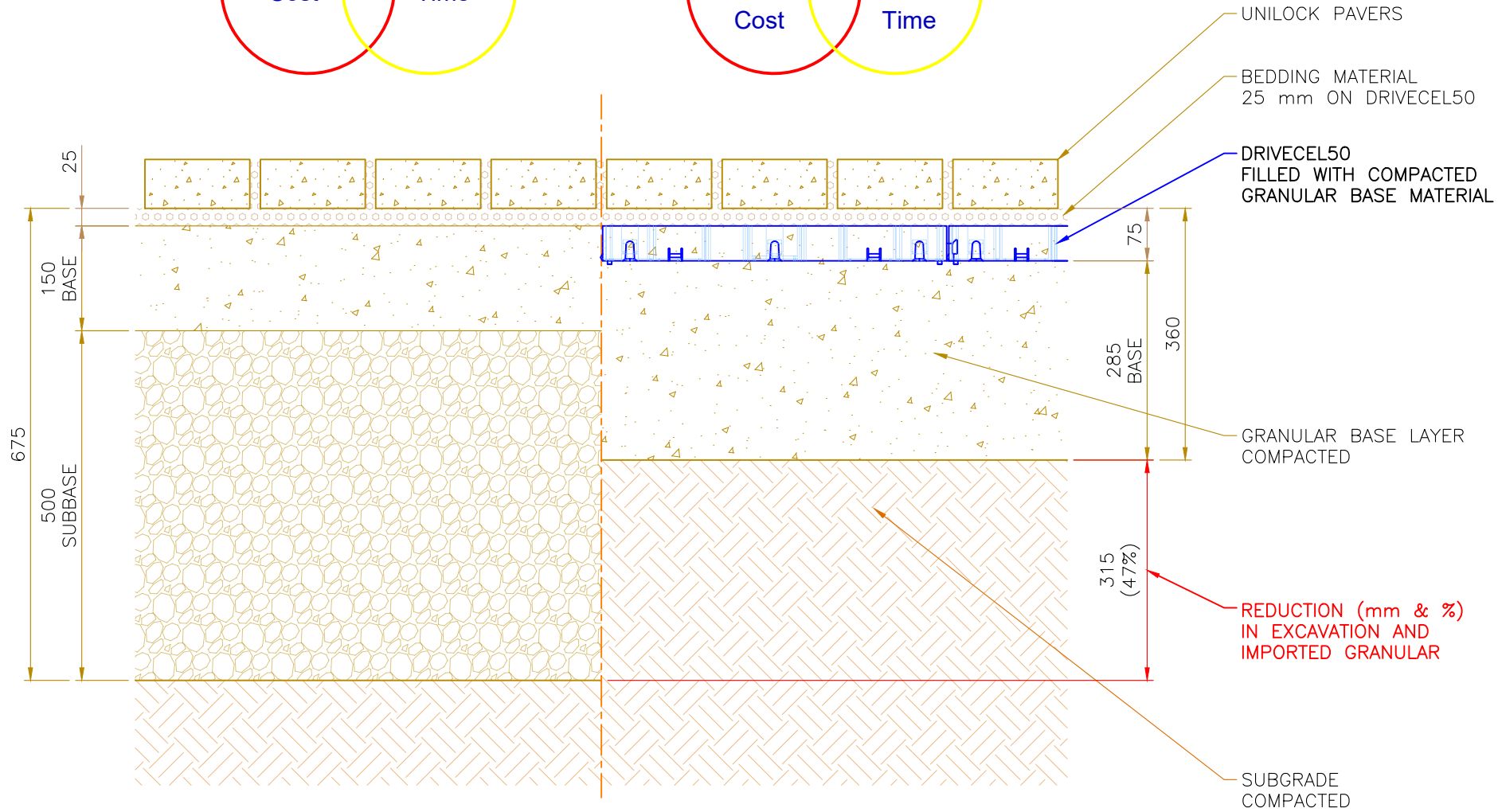
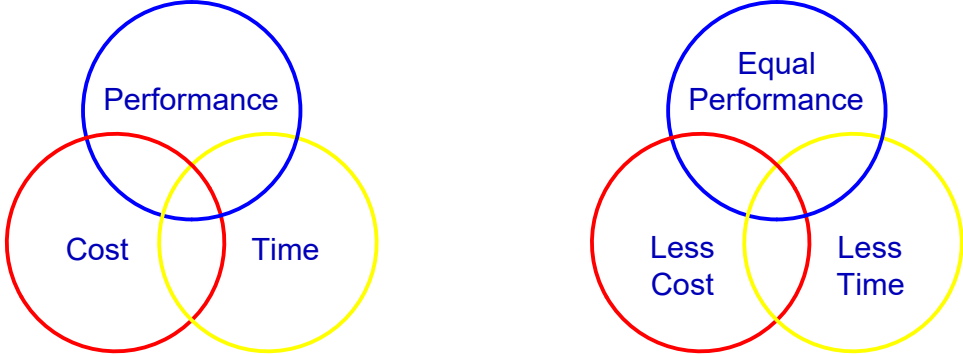
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 - 2.4. LOWER MAINTENANCE AND LIFE CYCLE COSTS, AND THE OPTION TO REDUCE THE GRANULAR MATERIAL THICKNESS AND EXCAVATION RESULTING IN TIME & COST SAVINGS.
 3. THE ADDITION OF DRIVECEL IS SUITABLE FOR REGULAR AND PERMEABLE PAVEMENT STRUCTURES.
 4. RECOMMENDED GRANULARS:
 - 4.1. BEDDING: CONCRETE SAND,
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CONVENTIONAL UNREINFORCED SECTION	EQUAL PERFORMANCE DRIVECEL REINFORCED SECTION
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**TYPICAL SECTION – HEAVY DUTY
UNREINFORCED VS. REINFORCED**

HEAVY DUTY. 1 LAYER

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DRIVECEL REINFORCED SOIL
UNILOCK CONCRETE PAVERS

SHEET
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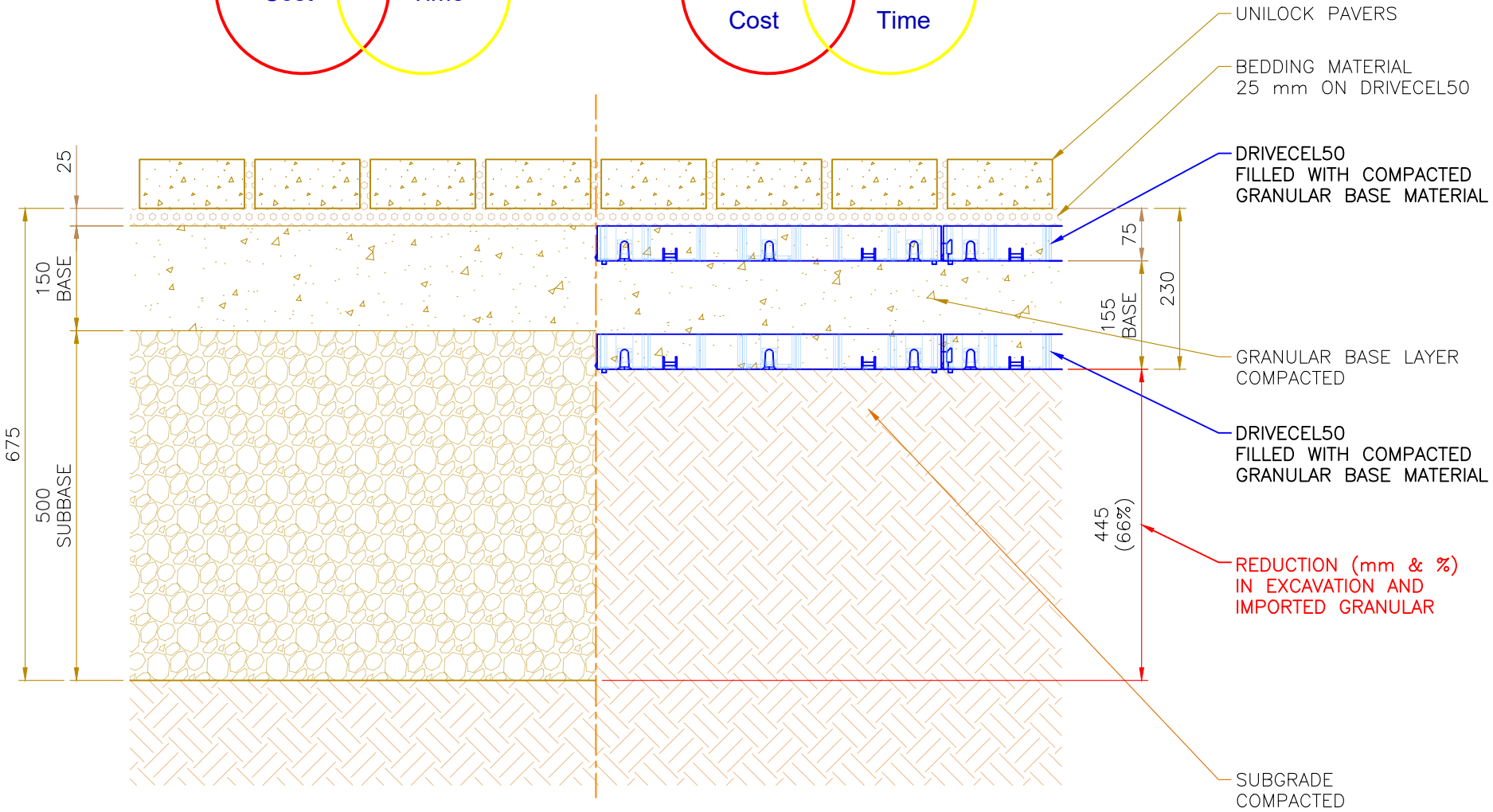
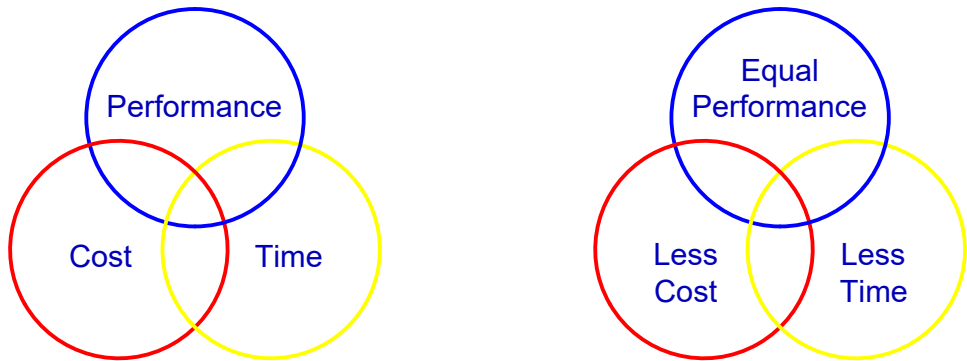
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CONVENTIONAL UNREINFORCED SECTION	EQUAL PERFORMANCE DRIVECEL REINFORCED SECTION
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TYPICAL SECTION – HEAVY DUTY
UNREINFORCED VS. REINFORCED
TWO LAYERS OF GRIDFORCE

HEAVY DUTY. 2 LAYERS

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DRIVECEL REINFORCED SOIL
UNILOCK CONCRETE PAVERS

SHEET
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- NOTES:
- THE DRIVECEL PAVEMENT STRUCTURE STABILIZATION CAN BE STRENGTHENED EVEN FURTHER WITH A SECOND LAYER.
 - THE SECOND LAYER OF DRIVECEL CAN BE APPLIED FOR:
 - HEAVY DUTY APPLICATIONS, AND/OR
 - ON SOFTER SUBGRADES.

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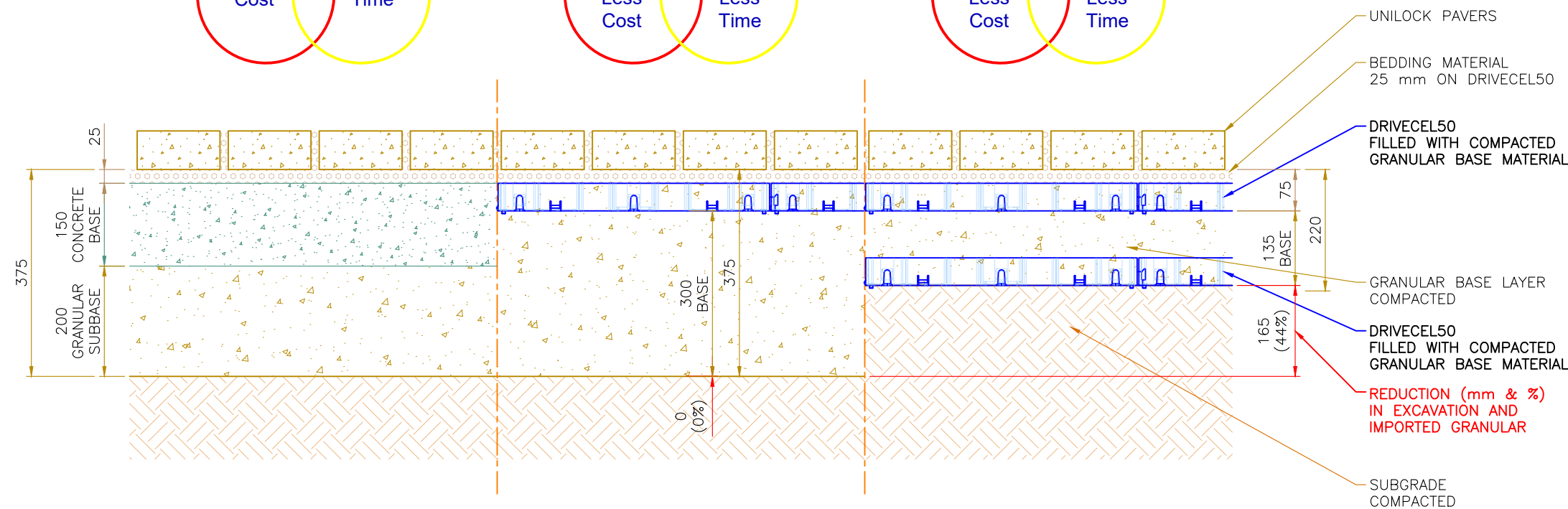
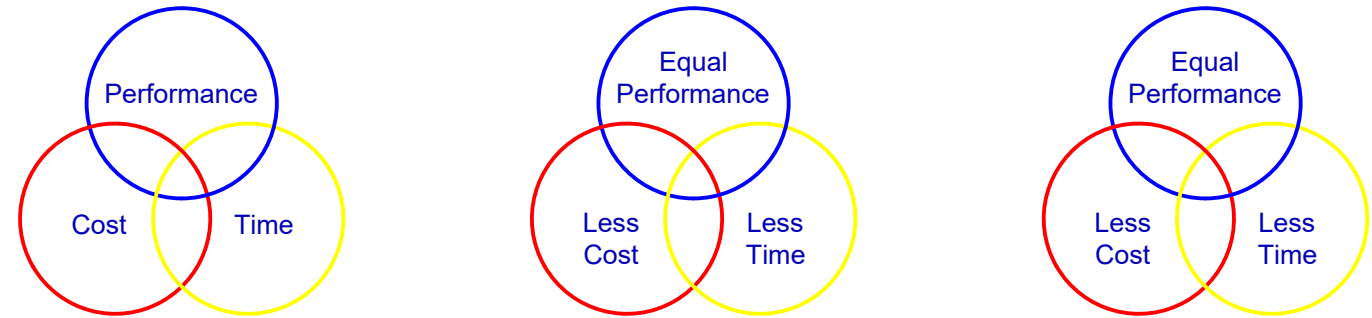
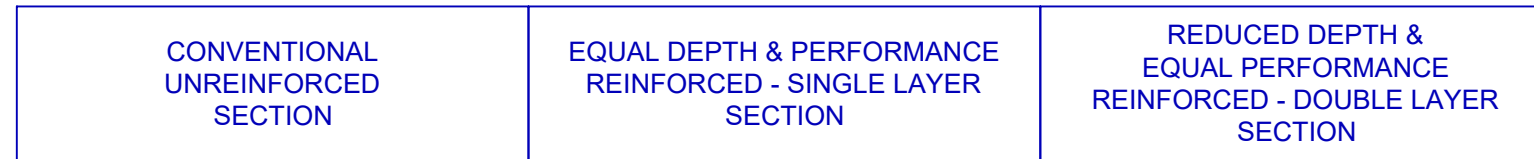
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- NOTES:**
- THE DRIVECEL STABILIZED BASE PROVIDES A SUPERIOR PERMEABLE SOLUTION THAT REPLACES A CONVENTIONAL CONCRETE BASE.
 - THE RESILIENT DRIVECEL BASE OFFERS THE FOLLOWING ADVANTAGES:
 - DRAINAGE THROUGH THE ENTIRE PAVEMENT STRUCTURE,
 - DRAINAGE STORAGE CAPACITY WITHIN THE GRANULAR BEDDING AND BASE MATERIALS,
 - A STIFF BASE THAT IS STILL FLEXIBLE SIMILAR TO THE PAVERS BEING SUPPORTED, AND
 - A BASE THAT IS MORE STRAIN COMPATIBLE WITH THE PAVERS.
 - THE ELIMINATION OF PONDING OF WATER ON TOP OF THE CONCRETE BASE ELIMINATES THE FOLLOWING INHERENT PROBLEMS WITH A CONCRETE BASE:
 - DAMAGE FROM FREEZE/THAW CYCLES,
 - FROST HEAVE,
 - PUMPING OF SATURATED BEDDING MATERIALS, AND
 - WEAKENED BEDDING LAYER WHEN SATURATED.
 - THE PERMEABILITY AND STORAGE CAPACITY CAN BE ADJUSTED DEPENDING ON THE GRANULAR MATERIALS.
 - SITE SPECIFIC CONDITIONS SHALL BE CONSIDERED IN THE DESIGN, E.G.
 - SUBGRADE STRENGTH AND PERMEABILITY,
 - LOADING CONDITIONS, AND
 - OVERALL DRAINAGE REQUIREMENTS.



TYPICAL SECTION – MEDIUM DUTY
PAVERS OVER CONCRETE BASE
VS. DRIVECEL REINFORCED (1 & 2 LAYERS)

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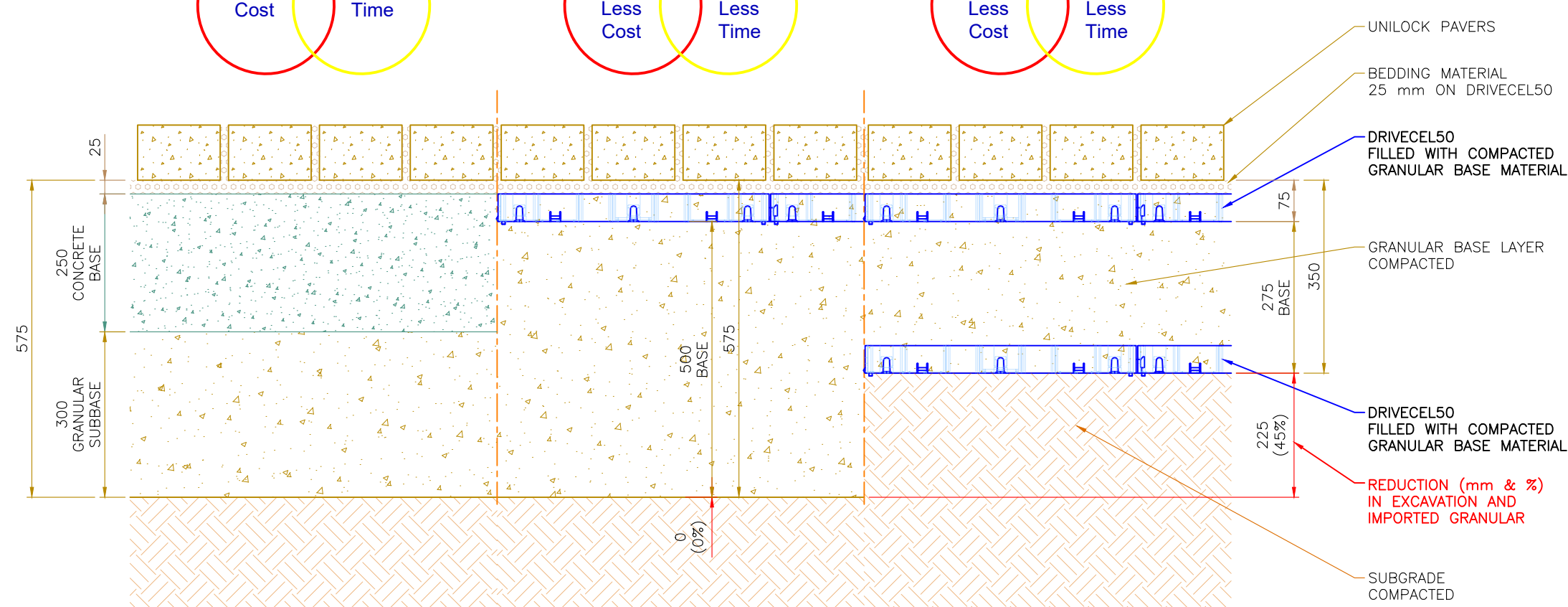
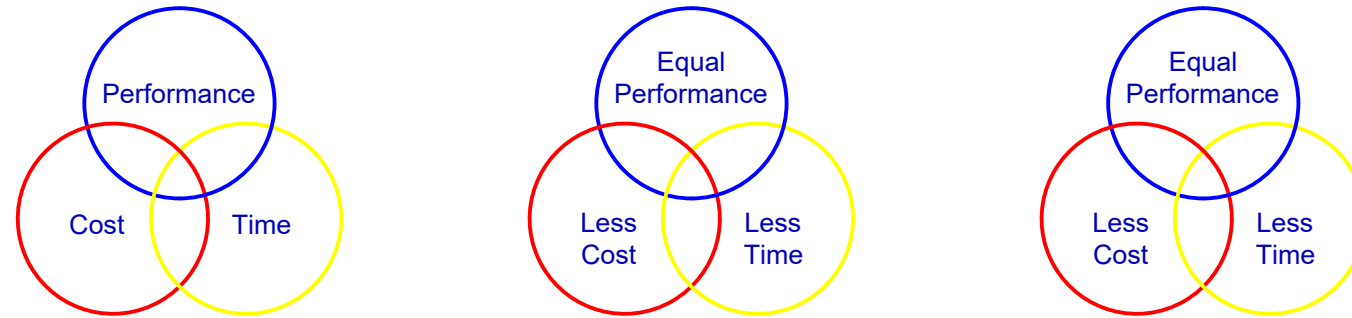
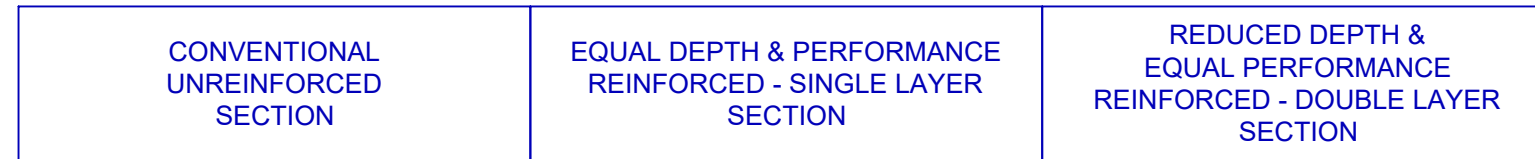
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 - DRAINAGE THROUGH THE ENTIRE PAVEMENT STRUCTURE,
 - DRAINAGE STORAGE CAPACITY WITHIN THE GRANULAR BEDDING AND BASE MATERIALS,
 - A STIFF BASE THAT IS STILL FLEXIBLE SIMILAR TO THE PAVERS BEING SUPPORTED, AND
 - A BASE THAT IS MORE STRAIN COMPATIBLE WITH THE PAVERS.
 - THE ELIMINATION OF PONDING OF WATER ON TOP OF THE CONCRETE BASE ELIMINATES THE FOLLOWING INHERENT PROBLEMS WITH A CONCRETE BASE:
 - DAMAGE FROM FREEZE/THAW CYCLES,
 - FROST HEAVE,
 - PUMPING OF SATURATED BEDDING MATERIALS, AND
 - WEAKENED BEDDING LAYER WHEN SATURATED.
 - THE PERMEABILITY AND STORAGE CAPACITY CAN BE ADJUSTED DEPENDING ON THE GRANULAR MATERIALS.
 - SITE SPECIFIC CONDITIONS SHALL BE CONSIDERED IN THE DESIGN, E.G.
 - SUBGRADE STRENGTH AND PERMEABILITY,
 - LOADING CONDITIONS, AND
 - OVERALL DRAINAGE REQUIREMENTS.



TYPICAL SECTION – HEAVY DUTY
PAVERS OVER CONCRETE BASE
VS. DRIVECEL REINFORCED (1 & 2 LAYERS)

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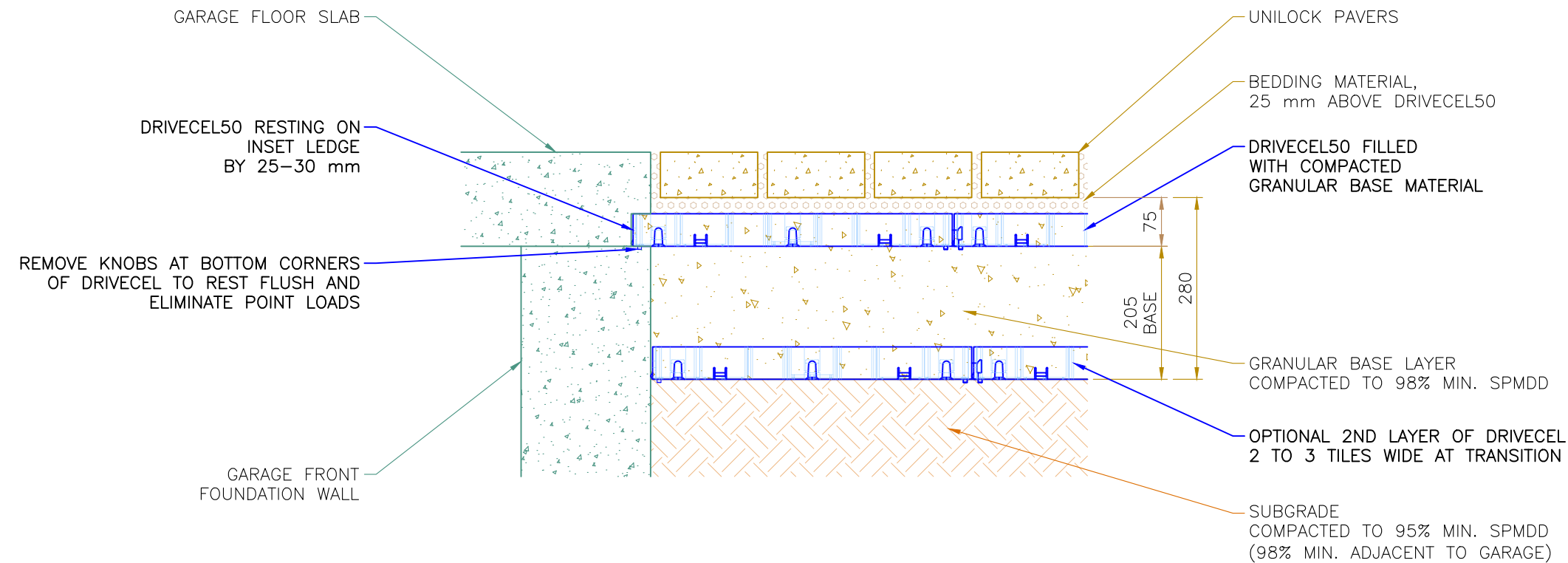
- NOTES:**
- THESE DRIVEWAY SECTIONS ARE BASED ON THE GENERIC MEDIUM DUTY DESIGN. FOR THE DRIVEWAY TO GARAGE TRANSITION, THE DRIVECEL PAVEMENT STRUCTURE STABILIZATION AND TRANSITION ZONE SHALL BE DESIGNED BASED UPON SITE SPECIFIC CONDITIONS.
 - THE TRANSITION ZONE WILL HELP:
 - MINIMIZE DIFFERENTIAL SETTLEMENT OF THE DRIVEWAY BY THE GARAGE, AND
 - MINIMIZE THE POTENTIAL DEVELOPMENT OF A POSSIBLE HEIGHT DIFFERENCE (LIP) ALONG THE TRANSITION LINE.
 - FOR DRAINAGE:
 - SLOPE GARAGE FLOOR DOWN TOWARDS DRIVEWAY, AND
 - SLOPE DRIVEWAY AWAY FROM GARAGE.
 - DRIVEWAY CAN BE FLUSH TO GARAGE FLOOR AT TRANSITION, ESPECIALLY IF DRIVEWAY IS PERMEABLE OR SUFFICIENTLY SLOPED AWAY FROM GARAGE.
 - DESIGN BY OTHERS:
 - GARAGE FLOOR AND FOUNDATION WALL, AND
 - STEEL ANGLE AND ANCHORAGE INTO GARAGE FOUNDATION WALL.

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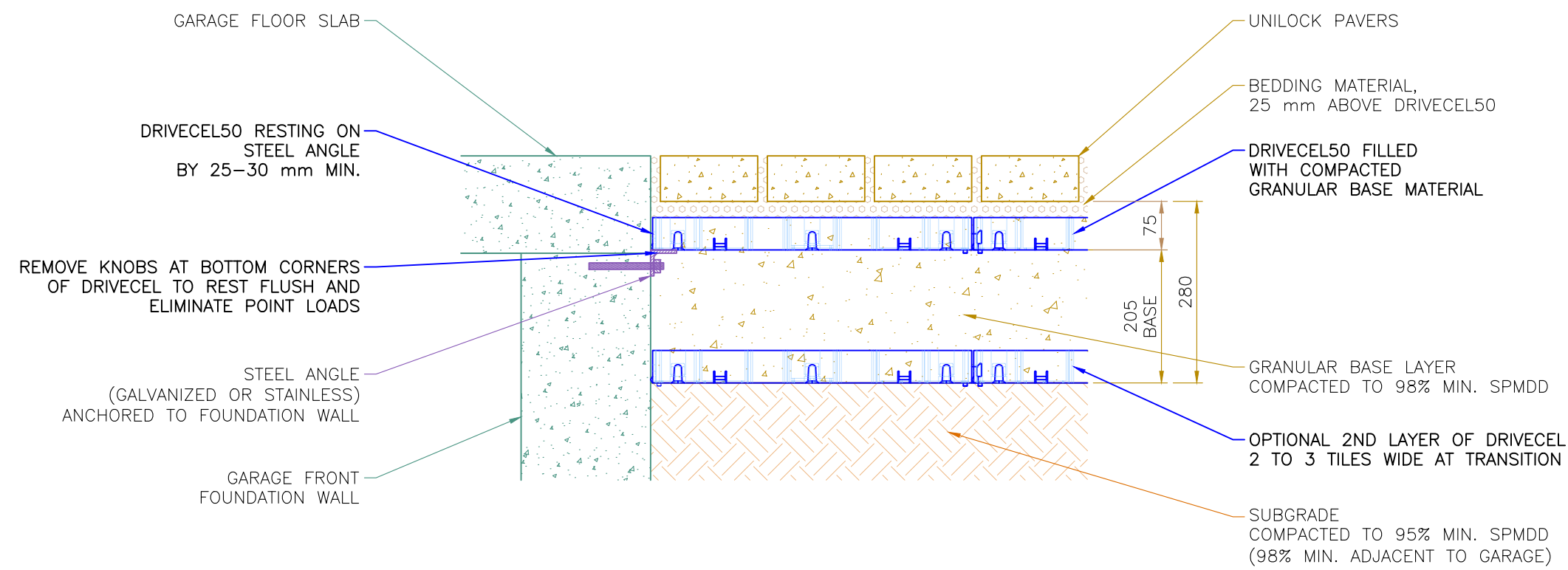


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TYPICAL SECTION – MEDIUM DUTY
DRIVEWAY TO GARAGE – NEW CONSTRUCTION



TYPICAL SECTION – MEDIUM DUTY
DRIVEWAY TO GARAGE – RETROFIT

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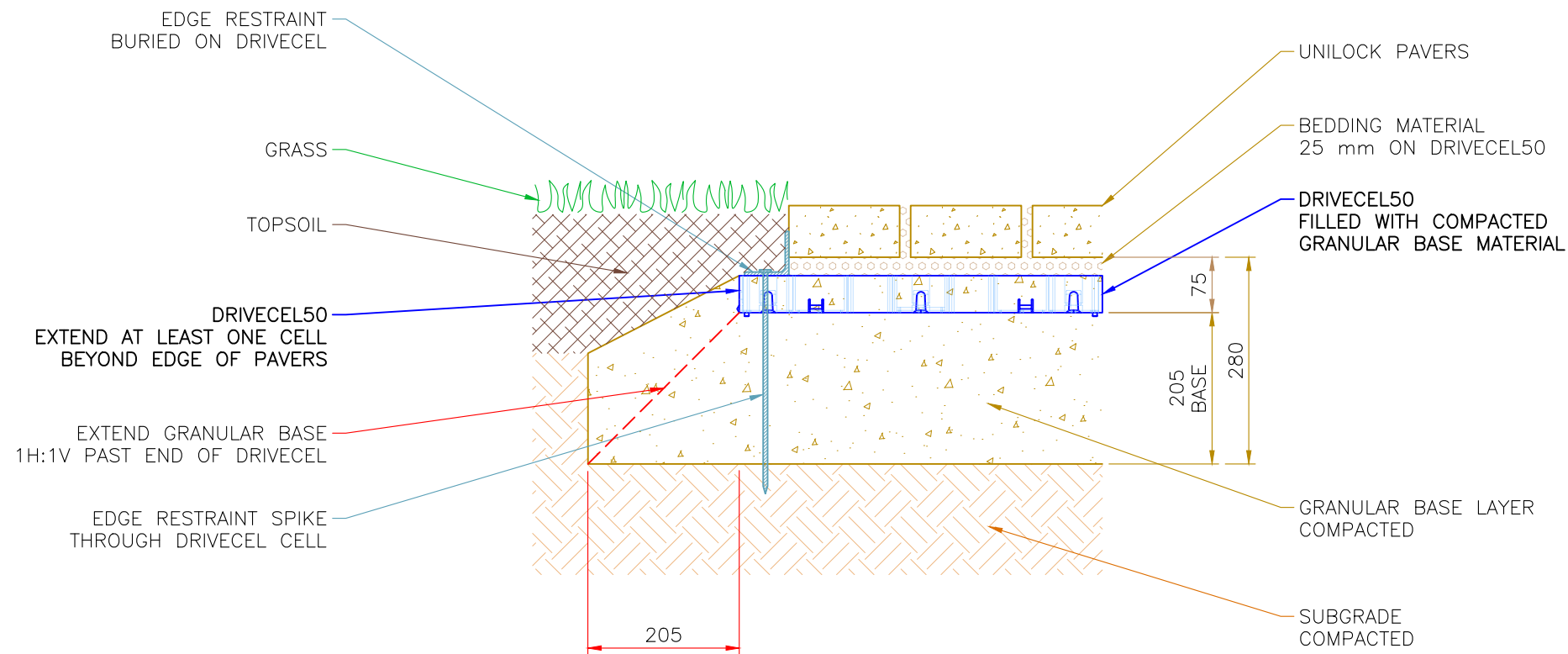
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- NOTES:**
1. THE DRIVECEL SHALL EXTEND AT LEAST ONE FULL CELL BEYOND THE EXTENT OF THE PAVERS.
 2. THE GRANULAR BASE SHALL EXTEND AT LEAST 1H:1V BEYOND THE EXTENT OF THE DRIVECEL.
 3. DRIVECEL MAXIMIZES THE PERFORMANCE OF THE PAVERS BY:
 - 3.1. STABILIZING THE EDGE RESTRAINT,
 - 3.2. MAXIMIZING CONFINEMENT OF THE PAVERS AND BEDDING MATERIAL, AND
 - 3.3. PREVENTING LATERAL SPREADING.



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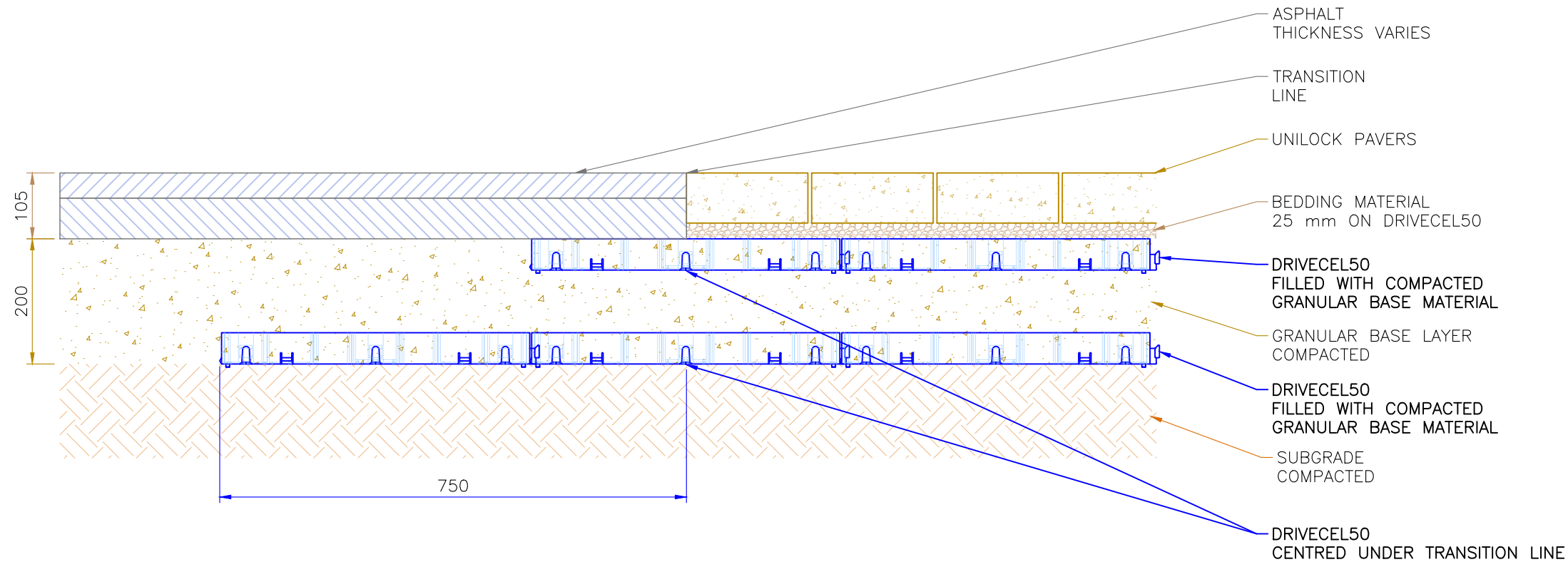
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DESIGNED BY: PAP	PROJECT: P20-0913W
DRAWN BY: PAP	DATE: 2020-11-13
	SCALE: NTS

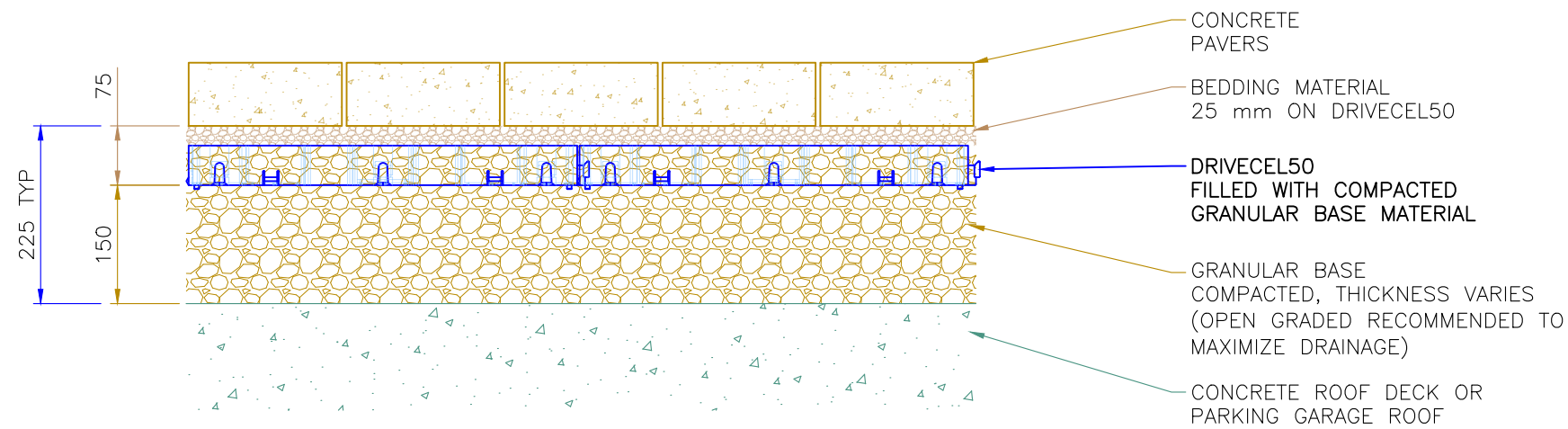
TYPICAL SECTION – MEDIUM DUTY
DRIVECEL STABILIZATION OF PAVERS EDGE RESTRAINT



- NOTES:**
- FOR TRANSITIONS:
 - THE DRIVECEL REINFORCED SOIL PAVEMENT STRUCTURE AND TRANSITION ZONE SHALL BE DESIGNED BASED UPON SITE SPECIFIC CONDITIONS.
 - THE TRANSITION ZONE WILL HELP:
 - MINIMIZE DIFFERENTIAL MOVEMENT BETWEEN THE TWO ADJACENT PAVEMENT STRUCTURES, AND
 - MINIMIZE THE POTENTIAL DEVELOPMENT OF A CRACK AND POSSIBLY A HEIGHT DIFFERENCE (LIP) ALONG THE TRANSITION LINE.
 - FOR CONCRETE PAVERS OVER CONCRETE ROOF OR GARAGE DECKS:
 - THE PAVEMENT STRUCTURE DEPTH AND THEREFORE WEIGHT CAN BE REDUCED TO REDUCE THE LOAD ON THE STRUCTURE BELOW, AND
 - OPEN GRADED GRANULARS CAN BE USED TO INCREASED DRAINAGE FLOW RATES AND CAPACITIES.



TYPICAL SECTION
TRANSITION REINFORCEMENT



TYPICAL SECTION
PAVERS OVER CONCRETE ROOF OR GARAGE DECK



REVISIONS	NO.	DATE	DESCRIPTION
	8	2023-04-20	FOR REVIEW
	7	2022-09-17	FOR REVIEW
	6	2022-06-26	FOR REVIEW
	5	2021-11-21	FOR REVIEW

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